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Agenda item 12
**Global road safety crisis**

**Argentina, Bangladesh, Belarus, Belgium, Brazil, Bulgaria, China, Croatia, Cyprus, Democratic People's Republic of Korea, Denmark, Egypt, Finland, Germany, Greece, Hungary, Iceland, Ireland, Japan, Jordan, Kazakhstan, Luxembourg, Malta, Mexico, Monaco, Nicaragua, Oman, Palau, Poland, Portugal, Romania, Russian Federation, Samoa, Singapore, Slovakia, Slovenia, Somalia, Spain, Sri Lanka, Syrian Arab Republic, Tajikistan, Thailand, Trinidad and Tobago, Turkey, Uruguay and Viet Nam: draft resolution**

## Improving global road safety

*The General Assembly*,

*Recalling* its resolutions 57/309 of 22 May 2003, 58/9 of 5 November 2003, 58/289 of 14 April 2004, 60/5 of 26 October 2005, 62/244 of 31 March 2008, 64/255 of 2 March 2010 and 66/260 of 19 April 2012 on improving global road safety,

*Recalling also* the United Nations Conference on Sustainable Development, held in Rio de Janeiro, Brazil, from 20 to 22 June 2012, and its outcome document, entitled "The future we want",[1] in which Member States took into account road safety as part of their efforts to achieve sustainable development,

*Recalling further* the special event to follow up efforts made towards achieving the Millennium Development Goals, convened by the President of the General Assembly on 25 September 2013, and its outcome document,[2]

*Having considered* the note by the Secretary-General transmitting the report on improving global road safety[3] and the recommendations contained therein,

*Noting* that road traffic injuries are a major public health and development problem that has a broad range of social and economic consequences, which, if unaddressed, may affect the sustainable development of countries and hinder progress towards the Millennium Development Goals,

[1] Resolution 66/288, annex.
[2] Resolution 68/6.
[3] A/68/368.



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*Expressing its concern* that the number of road traffic deaths still remains unacceptably high, with an estimated 1.24 million lives lost in 2010,[3] and that only 7 per cent of the world's population is covered by adequate laws that address all behavioural risk factors, including the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the inappropriate use of cellular telephones, including texting, while driving,

*Also expressing its concern* that half of all road traffic deaths worldwide involve pedestrians, motorcyclists and bicyclists, and that some developing countries have inadequate infrastructure and insufficient policies in place to protect these vulnerable road users,

*Recognizing* the role of the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009, which culminated in a declaration inviting the General Assembly to declare a decade of action for road safety,[4]

*Noting with satisfaction* that targeted steps to reduce road traffic injuries undertaken by the United Nations, including in the framework of the Decade of Action for Road Safety, have yielded positive results, and recognizing in this regard that more than 100 Member States, United Nations organizations, non-governmental organizations and civil society representatives organized pedestrian safety activities during the second United Nations Global Road Safety Week, held from 6 to 12 May 2013,

*Commending* the Governments of Brazil, Mozambique, Romania and Thailand and the World Health Organization for the successful launch, in May 2013 in the context of the sixty-sixth World Health Assembly, of the Global Alliance for Care of the Injured,

*Acknowledging* the role of Oman in drawing the attention of the international community to global road safety and in preparing the first United Nations Global Road Safety Week, held from 23 to 29 April 2007 during the sixth meeting of the United Nations Road Safety Collaboration, held in Muscat on 27 and 28 February 2007,

*Commending* the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to coordinate road safety issues within the United Nations system, in close cooperation with the United Nations regional commissions, in providing support for the implementation of the Decade of Action, and in preparing the *Global Status Report on Road Safety* 2013 and publishing a pedestrian safety manual, which provides information for use in developing and implementing comprehensive measures to improve pedestrian safety, and commending also the progress of the United Nations Road Safety Collaboration,[5]

*Recognizing* the work of the United Nations regional commissions in increasing road safety activities and advocating increased political commitment to

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[4] A/64/540, annex.

[5] A consultative mechanism to coordinate the road safety activities implemented by its members and to provide Governments and civil society with good-practice guidelines to support action to tackle the major road safety risk factors and support their implementation.

road safety, in elaborating global road safety-related legal instruments, including international conventions and agreements, technical standards, resolutions and recommendations, and working towards setting regional and national road traffic casualty reduction targets,

*Commending* the Economic Commission for Europe for its plan to implement the United Nations Decade of Action, which includes actions, initiatives and measures for the Working Parties of the Commission in the areas of road infrastructure, traffic rules, dangerous goods and vehicle regulations, noting with satisfaction the establishment by the Commission of the two new groups of experts, namely on road signs and signals and on improving safety at level crossings, recognizing the continuous work of the World Forum for the Harmonization of Vehicle Regulations to modify vehicle regulations to increase safety performance, and further commending the Commission for organizing special events in May 2013 in the framework of the second United Nations Global Road Safety Week, as well as for servicing 57 legal instruments that provide a commonly accepted legal and technical framework for the development of international road, rail, inland water and combined transport,

*Acknowledging* the important interregional efforts of the Economic Commission for Europe and the Economic and Social Commission for Asia and the Pacific in organizing the Europe-Asia Road Safety Forum to promote the implementation of United Nations road safety conventions and to facilitate the exchange of experiences in this field among European and Asian countries,

*Commending* the road safety initiatives of the Economic and Social Commission for Asia and the Pacific, including the organization of the regional Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific, which adopted a joint statement during the second United Nations Global Road Safety Week, held in Seoul from 6 to 12 May 2013, and the technical assistance provided to member countries to develop and refine national road safety goals, targets and indicators in support of the Decade of Action,

*Commending also* the efforts of the Economic Commission for Africa in strengthening the road safety initiative in Africa, including the adoption of the African Action Plan for the Decade of Action for Road Safety as a guiding document that addressed the continent's specificities and targeted a reduction in road traffic crashes by 50 per cent by 2020,

*Commending further* the efforts of the Economic Commission for Latin America and the Caribbean to advocate and improve road safety in the Latin American and Caribbean region through studies and the dissemination of best practices among national Governments, the private sector, academia and multilateral regional institutions and to include road safety in comprehensive and regionally coordinated transport policies, including the efforts to establish the Mesoamerican Road Safety Plan, strengthening the capacity of the road safety agency of Chile by enhancing its road safety data collection system as a tool for designing and monitoring effective policies,

*Commending* the efforts of the Economic and Social Commission for Western Asia on enhancing road safety in the Arab region, including the organization of regional training workshops to accelerate the implementation of the Decade of Action and related recommendations included in the conclusions of the yearly

intergovernmental meetings on transport, such as the fourteenth session of the intergovernmental Committee on Transport,

*Acknowledging* a number of other important international efforts on road safety, including the development by the International Road Transport Union of harmonized and internationally recognized standards for the vocational training of road transport professionals,

*Taking note* of the report of the Commission for Global Road Safety entitled *Safe Roads for All: A Post-2015 Agenda for Health and Development*,

*Acknowledging* the continued efforts of the Road Safety Initiative of the multilateral development Banks, coordinated by the Global Road Safety Facility of the World Bank, and their collective actions to scale up road safety management capacity and infrastructure safety, improve safety performance measures and scale up resources through the development of systematic country projects in low- and middle-income countries,

*Commending* Member States that have acceded to the United Nations international legal instruments on road safety and that have adopted comprehensive legislation on major risk factors, including the disregard for road signs and signals, the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and inappropriate use of cellular telephones, including texting,

*Recognizing* Member States and civil society for their continued commitment to road safety by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year,

*Also recognizing* the efforts made by some countries to implement best practices, to set ambitious targets and to monitor road traffic fatalities and serious injuries,

*Taking into account* the importance of strengthening capacity and continuing international cooperation to further support efforts to improve road safety, particularly in developing countries, including least developed countries and middle-income countries, and providing, as appropriate, financial and technical support and knowledge to meet the goals of the Decade of Action,

*Recognizing* that a solution to the global road safety crisis can be achieved only through multisectoral collaboration, private and public funding mechanisms and partnerships involving the public and private sectors, as well as civil society, including national Red Cross and Red Crescent Societies, academia, professional associations, non-governmental organizations, victims' organizations and youth organizations, as well as the media,

1. *Recognizes* the importance of the efficient movement of people and goods and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, the resilience of cities, urban-rural linkages and the productivity of rural areas, and in this regard takes into account road safety as part of the effort to achieve sustainable development;

2. *Commends* Member States that have developed national plans that are in line with the Global Plan for the Decade of Action for Road Safety 2011-2020, and encourages Member States that have not yet developed such plans to do so, paying

special attention to the needs of all road users, in particular pedestrians, cyclists and other vulnerable road users, as well as issues related to sustainable mobility;

3. *Invites* Member States that have not yet done so to nominate, as appropriate, national focal points for the Decade of Action to coordinate and facilitate national activities for the Decade;

4. *Also invites* Member States that have not yet done so to address road safety holistically, starting with the implementation or continuation of a road safety management system, including, as appropriate, interdepartmental cooperation, the development of national road safety plans in line with the Global Plan for the Decade, improvement of the quality of road safety statistics and data disaggregated by sex and age, collected through the standardization of definitions and reporting practices, and investments in multisectoral road traffic crash surveillance and analysis;

5. *Encourages* Member States that have not yet done so to consider enacting comprehensive legislation on key risk factors for road traffic injuries, including the disregard for road signs and signals, the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and inappropriate use of cellular telephones, including texting, while driving, in order to increase the proportion of countries with comprehensive legislation to 50 per cent by the end of the Decade of Action, and encourages Member States to strengthen their enforcement of existing road safety legislation on the risk factors;

6. *Encourages* the implementation of new car assessment programmes in all regions of the world in order to improve the availability of consumer information about the safety performance of motor vehicles;

7. *Invites* Member States to continue to improve, where appropriate, their road management systems and to introduce both road safety audits for new construction projects and road safety assessment programmes for the existing networks;

8. *Also invites* Member States to develop and implement comprehensive policies on post-crash care and to consider enacting legislation to legally protect bystanders who in good faith provide care to those injured in a crash;

9. *Further invites* Member States to raise awareness of serious road traffic injuries, in particular brain and spinal cord injuries, and to encourage investment in scientific research aimed at effectively treating such injuries;

10. *Encourages* Member States to continue to improve and strengthen pre-hospital, trauma and rehabilitation care through the adoption of a national emergency medical system telephone number, capacity-building and the provision of adequate and appropriate equipment;

11. *Reaffirms* the importance of addressing global road safety issues through international cooperation and by strengthening collaboration between Member States and civil society to build capacity and raise awareness in the field of road safety and to continue raising awareness through the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

12. *Also reaffirms* the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic,[6] the 1968 Convention on Road Traffic,[7] the 1968 Convention on Road Signs and Signals[8] and the 1958 and 1998 agreements of the World Forum for Harmonization of Vehicle Regulations in facilitating road safety at the global, regional and national levels, and encourages Member States that have not yet done so to consider becoming contracting parties and, beyond accession, applying, implementing and promoting their provisions or safety regulations, as well as adhering to the Convention on the Rights of Persons with Disabilities;[9]

13. *Requests* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to continue the activities aimed at supporting the implementation of the objectives of the Decade of Action;

14. *Also requests* the World Health Organization and the United Nations regional commissions to facilitate the organization of activities during 2015 for the third United Nations Global Road Safety Week, with a focus on improving the safety of children in traffic;

15. *Invites* the World Health Organization to continue monitoring, through its global status reports, progress towards the attainment of the goal of the Decade of Action to stabilize and reduce road traffic deaths by 2020, and in this regard notes the importance of targets and indicators against which progress can be systematically measured;

16. *Invites* the Secretary-General to continue to promote effective international cooperation on road safety issues, including in the broader context of sustainable transport, and in this regard encourages further efforts, as appropriate, to strengthen the coordination of the work of the United Nations system on sustainable transport, while taking into account the need to adequately address road safety issues;

17. *Reiterates* its invitation to Governments to take a leading role in implementing the activities of the Decade of Action, while fostering multisectoral collaboration that includes the efforts of academia, the private sector, professional associations, non-governmental organizations, civil society, including the national Red Cross and Red Crescent Societies, victims' organizations, youth organizations, and the media;

18. *Invites* Member States, international organizations, development banks and funding agencies, foundations, professional associations and private sector companies to consider providing adequate and additional funding to activities relating to the Decade of Action, including through contributions to the Road Safety Fund established by the World Health Organization and the FIA Foundation for the Automobile and Society;

19. *Invites* all interested relevant stakeholders to explore new and innovative funding modalities to support and collaborate in national efforts to implement the

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[6] United Nations, *Treaty Series*, vol. 125, No. 1671.
[7] Ibid., vol. 1042, No. 15705.
[8] Ibid., vol. 1091, No. 16743.
[9] Ibid., vol. 2515, No. 44910.

Global Plan for the Decade of Action, particularly in developing countries, including least developed countries and middle-income countries;

20. *Encourages* Member States and the international community to take road safety into due consideration in the elaboration of the post-2015 development agenda, while recognizing the importance of a holistic and integrated approach to sustainable transport;

21. *Welcomes* the offer by the Government of Brazil to host the second high-level global conference on road safety, to be held in 2015, to bring together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues, to review progress in implementing the Global Plan for the Decade of Action and in meeting the goal of the Decade, and to provide an opportunity for Member States to exchange information and best practices;

22. *Decides* to include in the provisional agenda of its seventieth session an item entitled "Improving global road safety", and requests the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Decade of Action for Road Safety.